Air Up and Go? NO!

Any fatality is one too many. Just ask the friends and family of the young specialist who was recently killed by a blown tire ring while working on a HEMTT tire.

Airing up a tire shouldn't be a life-or-death situation. But, if you do it wrong, or carelessly, it can be.

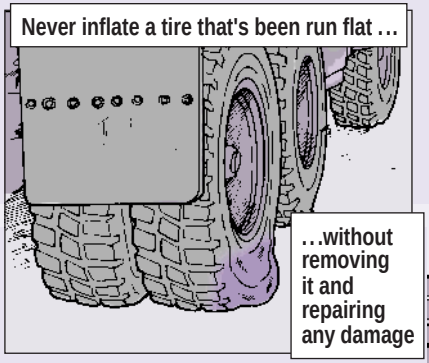
Exploding tires and wheels can injure or kill you. It's that simple. But, almost all injuries can be prevented if you follow the rules. That's just as simple.

Those rules are spelled out in TM 9-2610-200-14, *Care, Maintenance, Repair and Inspection of Pneumatic Tires and Inner Tubes*. If you have questions on the pub, or anything else concerning tires and wheels, contact your local TACOM logistics assistance representative.

Before You Do Anything

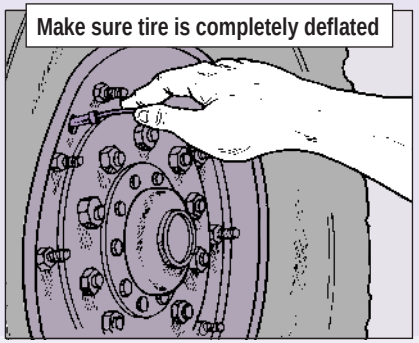
In the meantime, here are some of the rules that apply to working on all tires and wheels:

♦ Never inflate a tire that has been run flat or run with very little air in it until you have removed it and repaired any damage to the tire, tube or rim. Otherwise, damage you can't see could make the tire explode or wheel parts fail, harming you or others.

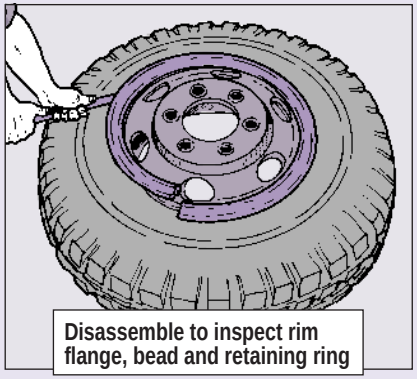


♦ Before removing a tire for service or disassembly, be sure there is no air pressure in it by removing the valve core.

♦ Make sure all the air is gone by running a stiff wire into the stem to clean it.



♦ Inspect the tire and all rim components for damage once you have them disassembled. Look closely at the bead, rim flange and retaining ring.



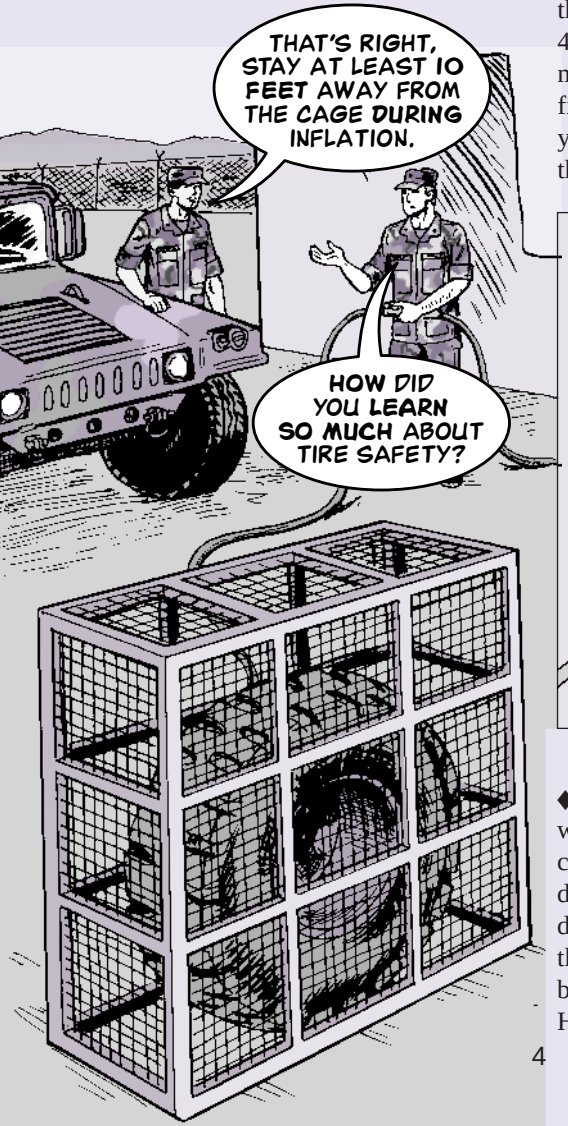
♦ After the tire and wheel are reassembled, inflate the tire to 3 psi—and no more. Make sure the tire bead or retaining ring is seated properly in the rim flange or groove.

♦ Never inflate a tire that has a damaged, misaligned or improperly seated bead or retaining ring.

PS MORE

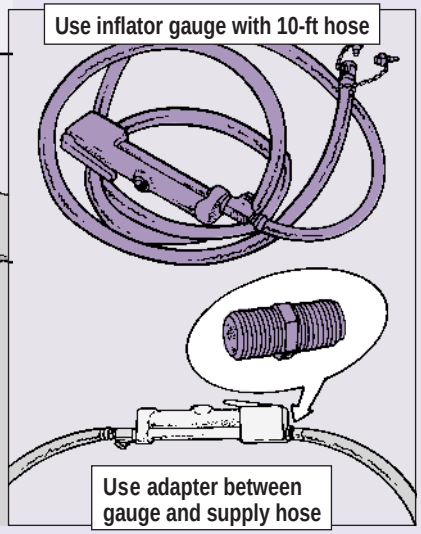
Safety Equipment and Tools

♦ Use only an OSHA-approved safety cage. NSN 4910-01-373-0267 gets a cage that's 40 3/4 inches long, 25 inches wide and 56 inches tall. Most tactical vehicle tires will fit inside. For larger tires, NSN 4910-00-025-0623 gets a cage that's 78 3/4 inches long, 35 inches wide and 86 1/4 inches tall.



If you have a locally fabricated cage, it must be inspected and approved before it can be safely used. Contact your safety office.

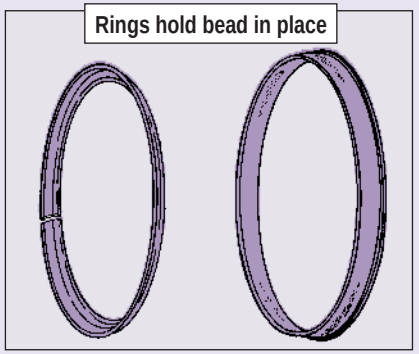
♦ Use tire inflation gauge, NSN 4910-00-441-8685. It comes with a 10-ft hose, quick-disconnect coupling and two coupler adapters. Attach the gauge assembly to your air supply hose with the straight pipe-to-tube adapter, NSN 4730-00-266-0533, that's in the Common No. 1 or No. 2 shop set's brass fitting kit. These items may also be in your vehicle -10 TM's additional authorization list (AAL).



Doing the Work

♦ If you're working with a single-piece wheel, inflate or deflate it either in a cage or on a positive wheel lock-down device (automatic tire mounter/demounter) or while it's mounted on the vehicle. This info is also good for bolt-together wheels, like those on the HMMWV.

♦ If you're working with a multi-piece wheel, **inflate or deflate** it only in an OSHA-approved cage. Multi-piece wheels can be identified by a retaining ring or side flange which is seated in a groove around the rim. The ring or flange holds the tire bead in place.



Step by Step

♦ Even if you are using a cage, stand a minimum of 10 feet away from the wheel and to the side, facing the tire tread. That's why you need the inflation gauge and its 10-ft hose. It gets you away from the danger zone. The danger zone is the area in front of or behind the rim or facing the tire sidewalls. Make sure no one stands in the danger zone while you're adding or removing air.

♦ Reseat the tire bead by adding up to 40 psi of air. If the TM-recommended air pressure for the tire is less than 40 psi, inflate it to no more than the recommended pressure.

♦ Carefully inspect the assembly to make sure that the tire bead and rim components have seated right. Don't use more than 40 psi or any other method to force the bead or components to seat. If it's not seating, deflate the tire and lubricate the bead area. Then reinflate to 40 psi. If the bead and components still don't seat, deflate the tire, demount it, disassemble the wheel and check the tire, rim and wheel components for damage.

♦ Once the bead and rim components seat right, add air up to the TM-recommended pressure.

♦ Check the final seat of the bead and rim components before removing the wheel from the cage or installing it on the vehicle. If you notice anything that doesn't look right, do not remove the wheel from the cage until it's safe to do so.

PS END